TROOPS ON TUSCANIA WERE MOSTLY FROM MIDDLE WESTERN STATES

Men on Board Ill Fated

Tuscania.

MANY PATHETIC SCENES

politan District Besieged

During Day.

All through the metropolitan territory

resterday scores anxiously awaited for

idings concerning the fate of those

near and dear to them who were on the

ill fated Tuscania. In the few instances

where the Government's scanty list of

thetic scenes.

uncle in

one of its wealthiest residents.

son, E. Wynne Abel, and read:
"Arrived safely in Ireland.—Wynne."

Not Mentioned.

ORSTH, WHELIAM H., Cameron, Wis ROSENIER, R. B., Chicago. BEFORT, R. E., Barbon, Wia. BNEON, H. C., Barron, Wia. BLICOGO, C. M., Janesville, Wie. ASSON, MARTIN, Frairie Farm, Wis. CCARTY, H. A., Shell Lake, Wis. AHLER, R. L., Baraboo, Wis. SURUREER, F. A., Cumberiand, Wis. MAHIGR, F. A., Cumberland, Wis.

Company E, 107th Supply Train.

CNSTAD, A. E., Cumberland, Wis.

PAULSON, G. W., Spooner, Wis.

RAUCISTADT, E. W., Shell Lake, Wis.

RAUCISTADT, E. W., Shell Lake, Wis.

RHODES, LON, Trego, Wis.

STOCKHENBAUER, H. E., Barabee, Wis.

STOCKHENBAUER, H. E., Barabee, Wis.

TALBOT, I. F., Milwaukee.

VEERHUSEN, E. W., Milwaukee.

WICHERN, F. L., Barron, Wis. WEERHUREN, E. W. MINWAUES.

WICHERN, F. L., Barron, Wis.

DUBISAR, W. L., Haugen, Wis.

KRAMAR, JOE, Mellen, Wis.

LARSON, H. C., Rice Lake, Wis.

NELSON, G. G., Westbore, Wis.

POST, H. E., Barron, Wis.

PETERSON, F. G., Shell Lake, Wis.

SNAFFER, H. W., Speoner, Wis.

RROWN, WILLIAM, Cumberland, Wis.

ANDERSON, HOMER L., Cumberland,

Wis.

ANDERSON, HOMER I., Cumberland, Wis.
RAUN, CLARENCE, Baraboo, Wis.
RICKFORD, D. W., St. Paul, Mins.
RICKFORD, D. W., St. Paul, Mins.
RICKL. E. Melles, Wis.
RICKL. LAWRENCE, Mellen, Wis.
RICKL. L. C. Superfor, Wis.
CONNOR, W. L., Cumberland, Wis.
DEMARIA, DOMINICK, San Frost, Italy.
DANLEX, G. D., Iola, Wis.
CILMORE, G. L., Portursouth, Ohlo.
RAINERON, R. C., Cottage Grove, Wis.
KNIGHT. E. W., Spooner, Wis.
KNIGHT. E. W., Spooner, Wis.
KRIFFENE, EENNETH, Oahkosh, Wis.
KRIFFENE, EENNETH, Oahkosh, Wis.
KRIFFENE, EENNETH, Oahkosh, Wis.
KRIFFENE, EENNETH, Oahkosh, Wis.
KRIFFENE, E. E. W., Spooner, Wis.
KRIFFENE, E. E. W., Spooner, Wis.
KRIFFENE, E. E. W., Spooner, Wis.
KRIFFENEN, ALFRAND, Cumberland, Wis.
KRIFFENEN, ALFRAND, Cumberland, Wis.
KTEHRONSKY, J., Cheetek, Wis.
KTEHRONSKY, J. J., Cheetek, Wis.
KTEHRONSKY, J. J., Cheetek, Wis.
KTEHRONSKY, J. J., Cheetek, Wis.
KYNNENIA, RAILPHE, Marion, Michigan,
WINKBIL, RAILPHE, Marion, Mich.
WINKBIL, RAILPHE, Marion, Mich.

RADM PIRST LEEUT, FRED, Marshfield, Wis.
LIMAS, HALLAIR, Marsh-field, Wis.
LIMAS, HALLAIR, Marsh-field, Wis.
ELLI, V. EKRNON, Milwanhed, Wis.
ERRICHD, G. J., Marsh-field, Wis.
ERRICHD, G. P., Extrick, Wis.
IRRICHD, G. P., Extrick, Wis.
IRRICHD, G. P., Extrick, Wis.
ERRICHD, G. P., Extrick, Wis.
ERRICHD, G. P., Extrick, Wis.
ERRICHD, G. P., Extrick, Wis.
ERRICH, M. J., Galesville, Wis.
CLLENS, MAX, Eiroy, Wis.
NDERSON, M. A., Marsh-field, Wis.
NDERSON, R. J., Curtiss, Wis.
ATTERSON, E. J., Curtiss, Wis.
ATTERSON, E. J., Curtiss, Wis.
ATTERSON, M. A., Abbotsford, Wis.
IRRICHD, C. J., Ettrick, Wis.
IRRICHD, C. J., Ettrick, Wis.
AWRENDER, W. D., Webster City, Iowa.
HEYENBERGO, C. W., Bollingham, Minn.
RIDGER, E. R., Vancourt, Tex.
ARHART, N. F., Trompealeau, Wis.
HERSON, E. M., Bisty, Wis.
IRRAGAN, A. W., Dedgs, Wis.
IRRAGAN, C. D., Estrick, Wis.
MARSHAR, C. G., Galesville, Wis.
MATHSON, L. M., Bisty, Wis.
MATHSON, L. M., Bisty, Wis.
MILLER, ARTHUR, Withes, Wis.
MILLER, WIS.
MILLER, WIS.
MILLER, ARTHUR, Withes, Wis.
MILLER, ARTHUR, Withes, Wis.
MILLER, WIS.
MILLER,

N. Y.
McINTOSH, William P., Glenwood, Md.
SUTTON, J. H., Jr., Lattle Rock, Ark.
BYRNES, F. A., Mianeapolis, Minn.
JOLLIFE, Julian, Hessitos, Tex.
VINETARD, R. R., Grangeville, Idaho,
ADAMS, E. B., Knozville, Tenn.
BOUGHNER, William E., Birmingham

BOUGHNER, William E., Birming Mich.
BURMER, F. J., San Francisco.
HANN, R. D., Oakhand. Cal.
HEARNLAYE, Charles, Seattle.
JACKSON, Noch. Los Angeles.
LESSIG, S. L., Geranten, Pa.
STIGER, E. A., Princeton, N. J.
WEEKS, B. Q., Modesto, Cal.
JANETSKEY, J. H., San Francisco.
BURKE, H. L., Oakhand, Cal.
CAEZLA, William, Los Angeles.
ULSHER, M. R., Harrisville, Mich.
LINDERY, E., Alameda, Cal.
SEYMOUR, E. F., Detroit,
SHAPIRO, C. G., 141 West Sixteen
New York.

Minn.
ROTH, A. P., Lorsins, Ohio.
RROCKET, CHRISTOPHER, Corrigan wille, Md.
CONNELL, J. E., Bosten.
KIRK, F. L., Spencer, Mass.
CIRLAND, JOE, Evansville, Ind.
SHELL, WESLEY, Sugar Grove, N. C.
BROOKS, Millard, Brunot, Mo.
SHARPNACK, GEORGR, Woodland, Cal.
AREXDELL, C. D., Jacksonville, Ga.
MCCORRY, F. W., Chillioothe, Ohie.
MASON, WALTER, Amsterdam, Ohie.
MANILANDINGHAM, WILLIAM C., Raven, Kas.

McGEE. Thomas M., Mechanician, Milwaukes.

RRIGGS. Theo. L., privata, Appleton, Wis.

RRIGGS. Theo. L., privata, Appleton, Wis.

BUSHEY. W. L., Aspleton, Wis.

DUNN. C. B., Russell, Kan.

HOGAN, V. W., Milwaukee.

JAMES. Hiram, Racime, Wis.

JAMES. Hiram, Racime, Wis.

JONES. Clyde G., Kilbourne, Wis.

JONES. Clyde G., Kilbourne, Wis.

SUDOLF, Fred A., Milwaukee.

S'HOLEY, F. A., Kenosha, Wis.

YAN WYK, P. Appleton, Wis.

ZIMMERMANN, L. V. Milwaukee.

BUCK. Ephraim, Detroit, Mich.

BEARTH. E., Eau Claire, Wis.

JAMSTRA, J., Zeeland, Mich.

HULT, S. E., Rockford, Ill.

MARQUARDT. E., Milwaukee.

MOYER, A. V., Lewistown, Ps.

YULS, A. H., Milwaukee, Wis.

PRIEN, J. J., Washington, D. C.

TAKSIN, B. P., Baltimora.

EITCH. J. E., Baltimora.

EITCH. J. E., Baltimora.

EALBREITER, W. P., Bacine, Wis.

MCKINLEY, ROBINSON, Appleton, Wis.

SCHOSTAK, Harry, Milwaukee.

SOUTAR, Douglas R., Lake Geneva, Wis.

MANY RAIDS ON WEST FRONT. British Take Prisoners and French Beat Off Two Attacks.

London, Feb. 7.—Raids at many points on the battle front in France and heavy artillery fire on the British sectors northwest of St. Quentin and east of Monthy le Preux and on the French fronts on the Aisne and near Verdun are reported by the British and French War Offices. The British took some prisoners today southeast of Queant and repulsed a German raid west of La Bassee. Last light they made a successful raid east of Armentieres. The French carried out a successful operation cast of Teton in the Champagne and repulsed German attacks at two points shear Banbols. Barlin asserts that the French attack in the Champagne broke down; it reports British artillery activity on both sides of the Scarpe and west of Cambral.

GOVERNMENT FORCE

IN FINLAND BEATEN

Red Guard Pursuing Troops
of Gen. Mannerheim.

London, Peb. 7.—The Finnish Guard
has surrounded Tammerfore and defeated Gen. Mannerheim.

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Company Troops
of Gen. Mannerheim.

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has surrounded Tammerfore and defeated Gen. Mannerheim.

Company Troops
of Gen. Mannerheim occumender of the
diovernment forces in Finland, according
to a despatch from the Russians effects
flow agency in Petrograd. Gen. Mannerhelm's forces are said to be in reinest
with the Red Guards in mercuit.

Gen. Mannerheim and his White
Guards are retiring toward the Guiff of
Bothnia. Tammerfore was detended by
the authorities the message come unsigned to the Was Department and was
balleved to have been sent by the Amerisan Military Attache in London.

Bestvary Baker also said the message
and to have begun early Mondry
morning.

FEELING OF RELIEF GROWS AT CAPITAL

Rescue Work by Convoying Vessels and Discipline of Troops Praised.

TRAGEDY LONG FEARED

Messages to State Department Bring Much Brighter Outlook.

Special Despetch to Trn Sur, Washington, Feb. 7. — With appar-ently all except 118 United States troops accounted for, the sinking of the Cunard iner off the Irish coast on Tuesday eve ning by a German submarine assumed a much less serious aspect to-day as compared with the first alarming reports of last night.

Unofficial advices place the number of missing at 101, though up to a late hour to-night nothing had been received here to confirm this figure. The latest figures sere are based on this unsigned message received at the War Department late

this afternoon and given out by Secre-tary Balter:
ber of the survivors of the Tuscania at present landed at various points, 2,043 United States troops and 141 of the crew. Total persons on board, 2,156 United States troops and 341 crew and passengers. Total still to be accounted for, 113 United States troops and 37 crew and passengers."

Later Message From London.

A later message received by the State Department from Ambassador Page at London said:

"The S. S. Tuscania was torpedeed at 5 P. M. February 5, north of Raphin and near the coast. The vessel carried 2,162 officers and men. There were approximately 1,960 survivors already accounted for at time of filing, 7 P. M. Counted for at time of the forestry regiment, not attached to the filing, which is a forestry regiment, not attached to the filing, which is a forestry regiment, not attached to the filing, which is a forestry regiment, not attached to the filing, which is a forestry regiment, not attached to the filing, which is a forestry regiment, not

Remarkable rescue work by the convoying vessels and splendid discipline maintained by the American troops undoubtedly account for taking the Tuscania sinking out of the list of serious disasters. The sinking of the ship is an expected incident of the war.

New U-Beat Offensive. The sinking of the 13,400 ton Cunar-der Augiania, reported to-day, indicates the much advertised new German submarine offensive may have at last begun. With evidence accumulating to show the Germans were concentrating their efforts on the American transport lane, this first blow, almed at a fully manned transport bound for the war

sun. With evidence accumulating to abow the Germans were concentrating their efforts on the American transport iane, this first blow, aimed at a fully manned transport bound for the war sone, has, in a sense, been an abortive one. From a military point of view, it was pointed out to-day, it had achieved little outside of the sinking of the vessel itself. Morally, as Secretary Baker pointed out in a statement to-day, the advantage is on the side of this country, inasmuch as it is certain to make all Americans more determined than ever to press on for victory.

The troops on this ship made up a composite picture in the same of militant Americanism. While the bulk of them was made up of National Guard troops from Michigan and Wisconsin, composing the Thirty-second Division, other smaller units, such as the Twentthen Engineers, the Forestry Ragiment and the three zero squadrons, the 100th.

troops from Michigan and Wisconsin, change in policy would result from the composing the Thirty-second Division, other smaller units, such as the Twentieth Engineers, the Forestry Regiment and the three zero squadrons, the 100th, the 158th and the 214th, contained men from many States.

On the ship when she sailed there were about 200 men from New York and ticularly if this turns and the last the surface of the first transports, part of the first transports, part of the first transports and the first transports are transported to the first transports and the first transports are transported to the first transport transports. The first transport transports are transported to the first transport tra

American supply and transports particularly if this turns out to be the fine meant. Baltimore.

VAN VALZAH. Shannon, L., First Lieutenant, 305 Washington street, New York. SALBREITER, William P., First Lieutenant, Racine, Wis. GALPIN, E. R., Sergeant, Appleton, Wis. HAWLEY, J. P., Sergeant, Neensh, Wis. HAWLEY, J. P., Sergeant, Neensh, Wis. NESEN, A. Sergeant, Neensh, Wis. NESEN, A. Sergeant, Appleton, Wis. Of them being in the water two hours of chance encounter than the fact that walker. Rieggs, Thes. L., private, Appleton, Wis. Of the meanth of the water two hours of the meanth of the water two hours of the wa

or more.

Details reaching here are so far meagre. The fact that many are reported in hospitals has added to the anxiety, but it is assumed here that these cases are simply the aftermath of

she left Halifax unaccompanied excepting by the convoyor or whether she was one of a group of transport vessels. The passengers were scattered officers of various units.

The fact that the Tuscania was off the Irish coast indicates she was to call at a British instead of a French port. The reason for this has not been explained. One thing is evident. She did not pursue the usual course of the transport.

Further facts were made public at the War and the Navy departments to-day,

Further facts were made public at the War and the Navy departments to-day, while awaiting details from Gen. Pershing or from Commander R. P. Pringle, U. S. N., in active command of the American destroyer forces aflost. Becretary Daniels said the Tuscania left from Halifax with a British armed guard and, presumably, under British convoy. Provision for her convoy through the war sone was doubtless arranged between Commander Pringle, or Rear Admiral Albert Cleaves, U. S. N., in charge of the American convoy system, and the British Admiralty.

U-Boat Sinking Unconfirmed.

Stations of the United Newspaper Delivery Company For Sale of New York Newspapers:

MANHATTAN

351/4 Greenwich Avenue, near 8th Street. 195 Sixth Avenue, near 18th Street. 408 Sixth Avenue, near 25th Street. 362 Ninth Ayenue, near 31st Street. Northwest corner 156th Street and Broadway. 585 W. 181st Street, corner St. Nicholas Avenue. 3,877 Tenth Avenue, near 207th Street. 147 E. 23rd Street, near Lexington Avenue. 130 E. 28th Street, near Lexington Avenue. 780 Lexington Avenue, near 59th Street. 1,165 Madison Avenue, near 86th Street. 182 E. 116th Street, near 3rd Avenue. 284 Lenox Avenue, near 125th Street.

402 Fordham Road, corner Webster Avenue. 4,216 Third Avenue, near Tremont Avenue. 2,018 Boston Road, near Tremont Avenue.

BROOKLYN

325 Flatbush Avenue, opposite Seventh Avenue. 419 Flatbush Avenue, at Fulton Street. 1,544 Flatbush Avenue, near Nostrand Avenue. 1,126 Myrtle Avenue, near Broadway. 341 Nostrand Avenue, near Gates Avenue. 1,509 Kings Highway, nr. Brighton Elevated Station 1,0071/2 Flatbush Avenue, near Tilden Avenue. 12 Belvidere Street, near Broadway.

Secretary Baker justified his holding back the information for six hours on the ground he wanted to wait for confirmation from the navy. When no confirmation came the despatch was finally turned over to the Committee on Public Information to be given out. But the six hours delay was admittedly not in keeping with Secretary Baker's promise to give the public such information immediately. It took only a few minutes to ascertain the navy had received nothing to confirm the naws, but as the message had come from Gen. Pershing further confirmation was admittedly not necessary.

President Told of Tragedy Early.

ported in hospitals has added to the anxiety, but it is assumed here that these cases are simply the aftermath of cold and exposure.

Taking Scattered Taits.

It is understood many of the New York men left on January 24. The Tuscania has not been one of the regular American transports. But in conformity with the latest plan by which Great Britain is cooperating in the despatch of American troops the Cunarder, having made one of her regular voyages here, was turned over for the purpose of taking back these scattered units. Secretary Baker explained to-day this was not an exceptional case, but a general practice.

Two facts, however, stand out as possibly significant, according to the naval experts. The U-boat was in waters believed reasonably safe, and it operated within sight of shore. The Entente Allies believed these waters reasonably safe because submarines had not infested them in the past. One lesson to be drawn from this is no waters can now be regarded as reasonably safe, and it operated within sight of shore. The Entente Allies believed these waters reasonably safe because submarines had not infested them in the past. One lesson to be drawn from this is no waters can now be regarded as reasonably safe, and the U-boats, in their new campaign, may seek to strike in the most unlooked for localities, regardless of the risk to themselves.

That the U-boat campaign from now on is going to be conducted as relent-lessily as the German Admiralty in its desperation can conduct it.

Secretary Baker referred to this in

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the following statement made public to-

practice.

The ship was in charge of a British crew and a British captain. Secretary she left Halifax unaccompanied excepting by the conovoy or whether she was one of a group of transport vescels. The passengers were scattered officers of various units.

The fact that the Tuscania was off the Irish coast indicates she was to call at a British instead of a French port. The reason for this has not been explained. One thing is evident. She did not pursue the usual course of the transport.

to make more determined our purpose to press on.

As rapidly as details come in they will be given to the public in order to relieve anxiety where possible and notice will be sent as promptly as possible to those whose sons and brothers have been added to the nation's heroic dead.

War Department's Statement.

War Department's Statement.

The War Department issued the following statement:

British authorities have wired instructions to their commands in Scotland and Ireland to afford our troops from Tuscania every possible assistance and to furnish them with clothing requirements. Officers have been despatched from Liverpool, Glasgow and London to points in Ireland, where survivors now are, and they will wire names immediately. American Consul at Belfast reports 600 survivors at Larne. As soon as they are properly outfitted they will be brought to Winchester.

Early to-day there was some confusion at the War Department as to whether the Twentieth Engineers or the 107th Engineers were aboard the Tuscania. It finally was established that the 197th Engineer Regiment was not on board. (This is a separate organisation from the 197th Engineer Train, which was on board.)

A Headquarters Company and Companies D. M and F of the Twent eth ingineers, work to board. This country was a state of the Twent eth ingineers, work to board. This country was a state of the Twent eth ingineers, work to board. This country was a state of the Twent eth ingineers, work to board. This country was a state of the Twent eth ingineers, work to board. This country was a state of the Twent eth ingineers, work to board. This country was a state of the Twent eth ingineers, work to board.

gincers were ca board. These units com-

The Twentieth Engineers (foresters) is the largest regiment in the world, although only one battalion was on the Tuscania. The aggregate strength of the regiment is 17,000 officers and men. Some of the units are still in training in a camp near here. Col. W. A. Mitchell of the regular army commands the regiment and Henry S. Oraves, chief forester of the United States Department of Agriculture. Is its Lieutenant-Colonel.

on the Tuscania.

The work of the Twentieth Regiment, which was raised with the active co-operation of the American Forestry Association, is to cut timber in the French the First Michigan Engineers were aboard the Tuscania as part of the 107th

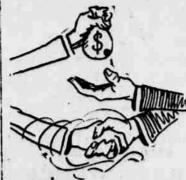
aboard the Tuscania as part of the 107th Engineer train developed this information at the War Department:

While the official statement of the composition of the 107th Engineer Train gives the First Battalion of Michigan Engineers and the First Battalion of Wisconsin Engineers, the First Michigan recently was reorganised. Those Michigan Engineers left over after the reorganisation went with the 107th Train on the Tuscania. The others remained in this country, where they are in training. Which men went abroad can only be shown where they are in training. Which men went abroad can only be shown

paid at the rate of about \$25 a month

MARCH STUDYING SITUATION.

AMSTERDAM, Peb. 7.—The municipality of Posen has decided to present Field Marshal von Hindenburg with an estate and to confer the freedom of the city on Gen. von Ludendorff, the Berlin Kreus Zeitung states. The Polish members of the City Council unanimously oppose the proposal to confer these honors.



While we're all glad to shake hands over a "bargain," still it's mighty nice to know that you can get your money back, any old time" if something goes wrong.

Men's winter suits, marked down to \$25 and "Extra values" among

the overcoats, too. ROGERS PEET COMPANY Broadway at 13th St.

Broadway at 34th St. at Aret St.

NEWS OF SURVIVORS Bohemian Deputies Summoned to Berlin **ANXIOUSLY AWAITED**

Several Long Island Young

Telegraph Offices in Metro- NAVY PLANS HARDER

Satisfaction Derived Much From Reported Sinking of Tuscania's Assailant.

names of survivors included those be-WASHINGTON, Feb. 7.—Much satisfac-tion is found by officials here in the un-official accounts of the destruction of the British liner Tuscania by a German sub-marine which showed that a destroyer. longing to local families, there were pa-Long Island was especially affected Also in the aquadron were two men

Also in the aquadron were two men

Also in the aquadron were two men

Commenced and Also and Also are approximately and the aquadron were two men

Commenced and Also are approximately and the aquadron were two men

Commenced and Also are approximately and the aquadron were two men

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Commenced and Also are approximately and the adentity and adentity and the adentity and the adentity and adentity an

merly in the advertising department of Doubleday, Page & Co., and has an White Plains reputed to be It is greatly feared that six of the men from Portchester and Greenwich have been lost, as a message received from a seventh member of the continothers. The message was received by Bernard Abel of Portchester from his

There is no indication in the loss of

The others whom Abel falls to men-Leo W. Harp and Charles Mead, both from Greenwich, and Oliver Flood. Frank O'Toole, Michael Katz and George As the roll of missing from the Tus-

life. The nearness of rescue craft, the which are before the Senate the affirma-fact that the vessel was afloat for two tive side of the argument becomes the hours after a torpedo had exploded in side of the Administration. The Ad-her boiler rooms, and possibly the ministration speakers will be able to

J. Trapp. 197 Amity street; Lester J. their fate.

McKenna, 3 Taylor avenue; David M. These soldiers were woodsmen of the Lowerre, 49 Linden avenue; William J. Forestry Battalion, men of the Supply Clabby, 19 Hicks place; Edward J. Train, of the Engineer Train. The most

Sea Cliff had nine representatives mong the flyers, and the town took a ay off to get the latest news from the first big sinking that has come to the

New Staff Chief Confers With Biles and Pershing.

Paris, Feb. 7.—Major-Gen. Peyton C. March, who is to return to the United States to become acting chief of staff of the United States Army, is spending this week studying the military situation in company with Gen. Tasker H. Biles and Gen. Pershing, commander of the American forces shroad, in connection with the work of the Supreme War Council at Versailles. Gen. Biles, Chief of Staff, is here as the American representative on the council.

Poles Oppose Giff to Hindenburg.

Amstream Pershing.

Amstream Pershing.

Amstream Pershing.

Paris, Feb. 7.—The municipality of Posen has decided to present Field Marchal von Hindenburg with an estate and to confer the freedom of the city on Gen. von Laidandow! the Besting Fed.

Paris, Feb. 7.—The municipality of Posen has decided to present Field Marchal von Hindenburg with an estate and to confer the freedom of the city on Gen. von Laidandow! the Besting Fed. Fed.

Paris, Feb. 7.—Major-Gen. Peyton C. Marchal in the great to keep that a way can be found to hold the U-boats within narrow limits and keep the rest of the seas free, except for occasional raiders which might slip through. There is no doubt 'hat plans to this end have beer, given great study, both here and abroad.

The Sea Cliff delegation on board the Tuscania included Frederick Chase, Frederick

A MSTERDAM, Feb. 7.—All
German Bohemian Deputies
in the Austrian Parliament, a
Vienna telegram to Dutch newspapers says, have been called to
Berlin for a conference next
week. The conference will attempt to get their standpoint regarding the establishment of a
German-Bohemian province.

BLOWS AT U-BOATS

From Greenwich, Conn., and five from among army and navy men now is the Portchester. Among the officers on the transport of whom no word had been received yesterday, was Lieut. Robert E. Brady of the 100th Aerial Squadron, who

Brady of the 100th Aerial Squadron, who before enlisting was manager of the University Press Association at 230 Broadway.

Lieut. Brady's home is at atonah, N. Lieut. Brady's home is at atonah, N. Y., and he is a son of James Brady, a retired merchant of that town. He is a graduate of Harvard and studied flying at Mineola and Texas. He was for-

Such details as have come from Eu-rope indicate that the Tuscania was ter-pedoed by a single submarine, which pedoed by a single submarine, which alipped under the advance screen of destroyers leading the convoy fleet. There is no evidence of an attack in force, and the U-boat probably got into the path of the liner largely by chance. Some-

Almed at Cargo Ships.

There is no indication in the ions of the Tuscania that a concentration of submarines against American troop ship lines has been made. On the contrary, the efforts of the German high command still appear to be directed primarily against the cargo craft bound for Brit-ish works.

Donnelly, Portchester. Harp, who worked in Portchester for the New York Tele-phone Company, enlisted about a month

enlisted in December.

It is believed that ten men from Flushing were on the Tuscania, among them being Richard F. Outcault, Jr., son of the illustrator. Young Outcault was the original, years ago, of the "Buster Brown" character created by his father. The boy's parenta live at Madison avenue and Percy street.

Parents of the remaining nine declared they had not received any word from their sons for more than two weeks, and considered this a certain sign that they had been shipped abroad. They were: Anthony Albarno, 19 Willow street; John J. Trapp, 197 Amity street; Lester J. their fate.

Talk of "Bottling Up."

Around the Navy Department there was renewed talk to-night of "bottling up" the submarines. Many officers believe that a way can be found to hold the U-boats within narrow limits and

SENATE AROUSED

version to Obscure Chamberlain Debate.

Special Descatch to Tax Sex. WASHINGTON, Feb. 7 .- After a night of reflection, the Senate of the United States has grown sullen and uncommu nicative with regard to the President's demand for the complete relinquishment of legislative control of the executive

of legislative control of the executive functions of Government, as expressed in the bill introduced yesterday by Senator Overman (North Carolina).

Republicans here and there express a willingness to comment upon the measure, but all the Democrats have sought recourse to the time honored excuse of insufficient acquaintance with the Overman bill to warrant comment at this juncture. Their reference, however, is exclusively to comment for publication. juncture. Their reference, nowever, including the exclusively to comment for publication. Behind committee room goors and in the privacy of their offices the Senators are willing enough to talk and their com-ment is condemnation without the saving grace of an admission that the bill might be redrafted so as not to be completely distanteful to Congress as a

Impossible Bill, Says Lodge. "The bill would abolish a republican form of government," said Senator Gal-linger (New Hampshire). Republican

leader.
"Introduction of the bill," said Senator Lodge (Massachusetts), "is complete admission of the necessity for reorganisation in just the form proposed
by the Military Committee. But it goes
so much further that its passage is impossible."
There is disposition by some Senature

There is disposition by some Senators to look upon the President's course as an example of political manœuvring. Some of the Democrats even go so far as to assert that the President has held no hope of such a measure being enacted, but had it drafted and sent to the Senate in the care of the Postmaster-General for the nursons of suing the General for the purpose of giving the Senate something else to talk about in sent to the bottom off the Irish coast general terms. They say he hoped thus the Cunarder Aurania, a twin screw to obscure the Chamberlain bills for the geared turbine of 13,400 gross tonnage.

phone Company, enlisted about a month acrowded transport could be torpeded must take. If it be the Overman bill with such comparatively small loss of machinet, O'Toole a clerk, Kats a chauffeur and Donnelly a meter collector. All enlisted in December,

It is hallowed by the comparative were heard frequently that pressed wish for silence on the subject, must take. If it be the Overman bill instead of the Chamberlain measures which are before the Senate the affirmation that the vessel was affect for two tive side of the argument becomes the by the President, and this as a battle

Stormy Session Pressured.

But the sullen aceptance of the Over-

want to beat the bill in the committee and refuse to report it at all no Republican sensibility will be injured.

Senator Overman announced to-day rise. The local office of the Cunard line Clabby, 10 Hicks place; Edward J. Train, of the Engineer Train. The most publican sensibility will be injured.

Duffy, 81 Linden avenue; Joseph Craw-disciplined unit aboard undoubtedly publican sensibility will be injured.

Senator Overman announced to-day rise. The local office of the Cunard line facts are men devoted to hard work behind the lines.

Washington street.

> next in seniority to Mr. Overman in the Judiciary Committee, is busy with his duties as chairman of the Committee or. this pert last April, coming in ballast Commerce, which is investigating shiptors Reed (Mo.), and Shields (Tenn.), to reel off about 16 kmots. She had accommodations for 550 passengers in the cash. It can hardly be classed as a friendly committee, although Senators big business after the war.

SENATE AROUSED

BY OVERMAN BILL

Measure Would Abolish Republican Form of Government, Says Gallinger.

DEMOCRATS CONDEMN IT

Some Senators View It as Diversion to Obscure Cham
Senators of the Overman bill as the President's bill. I do not think the measure should pass and I do not think the Judiciary Committee will ever report it."

Senator Wadsworth (New York) said:

"I do not at the present time intend to become embroided in any more public controversies, certainly not until the present controversy in which we are so deeply engaged is settled."

Senator Martin (Virginia). Democratic floor leader, to-day issued a public statement denying that he had been saked by the President to introduce the "autocracy bill." It was generally known at the Capitol yesterday that the President did not directly ask for Mr. Martin's sponsorship, but made the request through Postmaster-General Burleson.

The religions of the Overman bill as

The existence of the Overman bill as a proposed legislative measure dates back nearly a fortnight. It became known at the Senate to-day that the President had this bill, either in its present form or substantially completed, when last week he entertained a group of eleven Democratic Senators at the White House and outlined to them his opposition to the Chamberlain measures. He showed them the bill itself

He showed them the bill itself or recited to them what he proposed seekins, and was informed by several of his listeners that they gravely doubted if such a measure could be passed.

The President, however, was satisfied from Congressional "past performances" that it would not be difficult to hammer the bill through the Congress.

Senator Overman is quite convinced that the earlier interpretations of the President's plan have been distorted. He President's plan have been distorted. Ho said: "The bill presented yesterday does not give the President any new powers; it merely authorizes him to make the president and th powers already granted by law throug whatever agency he deems best fitted in this emergency. "Critics of the Administration have

been demanding more centralization and coordination of war making agencies; this bill gives the President the right to bring about such coordination."

The opposition does not share Senator

AURANIA TORPEDOED OFF SCOTTISH COAST

Cunarder Badly Damaged, but Beached-Passengers Reported Saved.

to obscure the Chamberlain bills for the creation of a war cabinet and a directorship of munitions f.om the public gaze while the larger programme of centralization through Executive order. Instead of a legalizing process was under discussion.

It is pointed out that bringing the Overman bill into the light has shifted the form which the debate, now unavoidable despite the President's expressed wish for silence on the subject, must take. If it be the Overman bill that she had been badly damaged and

formation from other sources revealed that she had been hadly damaged and had been beached on the Scottish coast. There was a hint that there had been casualties among the engineer's force, but it is believed that her thirteen pas-

but it is believed that her thirteen pas-sengers, consisting chiefly of men on military missions to the United States, had been saved.

The Aurania sailed from Liverpool three days ago with little cargo and only cabin passengers. The steamship that arrived here yesterday came over the same course that the Aurania would have taken but saw no submarines. man bill, it is felt pressages a stormy session for the bill. Democratic members of the Committee on the Judiciary differ as to the probable action of that body in dealing with the bill.

The Republican members are disposed to let the Democrats take the lead in the same course that the Aurania would have taken but saw no submarines. The helief among shipping men here is that after the torpedo hit her, tearing tout one or more of her watertight compartments, she floated on those whose bulkheads still held, and her commander to let the Democratic taken but saw no submarines. The Republican members are disposed bulkbends still held, and her commander to let the Democrats take the lead in committee discussion. If the Democrats the sea was not wild and that there may have been little difficulty in getting all hands to the beach. There is a

"autocracy bill" shall be referred and she was "in trouble."

that it was his design that such a subcommittee should begin work Monday
next. The first act of the sub-committee, it is known, will be a request to the President to define the reforms he embarked. They apparently had conesires to effect.

Senator Fletcher (Fla.), who ranks sister ship, the Andania, with that of

ping and shipbuilding conditions, so that all likelihood the sub-committee which was built. She is 530 feet long and sixwill consider the bill will have, in addity-four feet beam and her twin screw tion to Senator Overman himself. Sena-engines, going full speed, enabled her

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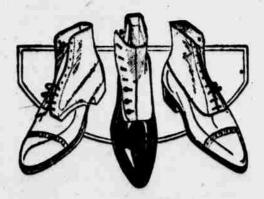
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